

**Woodburn 5th Street Improvements Project
Citizen Advisory Committee Meeting# 1
January 6, 2010**

Committee Members present

Cindy Wurdinger-Kelly
Tom Lonenger
Mario Magana
Caroline Sanchez-Ruiz
Linda Wilmes-Smith
Ed Krupicka
Christine Vistica
Tom Welch

Dave Christoff
Peppi Kosikowski
Robert Carney
Casey Robles
Paul Iverson
Jessy Olsen
Don Judson
Shawn Baird

Committee Members absent

Myrna Wagner
Jaime Estrada
Barbara Jean Burt
Jerry Ambris

Staff

Dan Brown, *City of Woodburn Public Works Director*
Eric Liljequist, *City of Woodburn*
Kevin Thelin, *Murray, Smith & Associates, Inc.*
Gabe Crop, *Murray, Smith & Associates, Inc.*
Duane Barrick, *City of Woodburn*

Facilitation Team

Eryn Deeming Kehe, *JLA Public Involvement*
Sylvia Ciborowski, *JLA Public Involvement*

Other Attendees

Mel Schmidt
John Smith

Welcome and Introductions

Dan Brown began the meeting and introduced staff. He thanked members for their participation in the public involvement process.

Eryn Deeming Kehe introduced herself as facilitator for the Woodburn Fifth Street Citizen Advisory Committee meetings. Gabe Crop and Kevin Thelin of Murray, Smith and Associates introduced themselves. CAC members then made self introduction.

Eryn directed members to look through their meeting binders, and reviewed the agenda.

CAC Role/Process Schedule

Committee Charge

Eryn read the charge statement of the CAC and discussed the role of the group. She explained that members have been assembled to work with the project team to design the best project possible. Members' ideas will be recorded and shared with project team and staff. City staff will make a recommendation to City Council, which will include CAC feedback. City Council will ultimately decide whether or not the project will move forward. The CAC is not a decision-making body. Members' participation in the CAC does not exclude them from participating in other parts of the Woodburn 5th Street public process.

A committee member asked whether City staff is required to comply with the CAC recommendation if the group comes to a majority consensus. Dan Brown replied that staff is not required to make a decision in tune with CAC feedback. However, CAC feedback will be forwarded to City Council along with the staff recommendation. City Council also understands that the CAC is made up of people who are mostly opposed to the project. The City Council does not apply a rigid system in weighing CAC feedback versus the staff recommendation. City Council understands that the CAC represents a small percentage of the community, though it does include a good portion of the people most affected by the project.

Committee members accepted their charge by unanimous feedback.

Project Schedule

Eryn explained the CAC meeting schedule. The group will meet four times, with flexibility to have five or six meetings if needed. The Council hearing could be as early as April 2010.

Eric Liljequist is the main contact for this committee, and members should send comments and questions to Eric by email at eric.liljequist@ci.woodburn.or.us or by phone by calling 503-982-5241.

Meeting Guidelines

Eryn read the meeting guidelines which lay out ground rules for the committee. Committee members discussed the guidelines, and contributed the following additions:

- Members may send an alternate if they are not available for a meeting.
- Staff will distribute information from the meeting as soon as possible, at least the Friday before the next meeting. *Subsequent to the meeting, it was determined that future meetings would be held on Thursday evenings. As such, the project design team requests that information be made available no later than the Monday afternoon prior to each meeting so the weekend can be utilized if needed to finish the materials. This will be discussed and confirmed at the next meeting.*

Committee members accepted the meeting guidelines.

Project Background and Purpose

Dan Brown reviewed the purpose of the 5th Street Improvements Project. He explained that the main motivation driving the project is opportunity. ODOT is currently in the planning phase for a project to widen Highway 214 to five lanes, which means that City now has a good opportunity to work on the 5th Street project in conjunction with the ODOT project. Extending 5th Street has always been a part of Woodburn's Transportation System Plan (TSP), and the opportunity to move ahead has pushed the project to a higher priority.

A committee member asked about the likelihood of the Hwy 214 widening project moving forward. Dan responded that the project is currently in the environmental assessment process, and that ODOT is spending considerable sums of money on the project, indicating that it will probably move forward. However, there is not yet funding for construction, which is at least \$45 million.

Committee members asked questions about the project's relationship to the TSP and transportation planning. Dan Brown explained that there originally were three alternatives for the area, but that the 2005 TSP no longer lists the other two alternatives because they are no longer being considered. He clarified that there was no TSP in place until the 1990s. Since then, extending 5th Street has been in the works.

A Committee member asked how the project will be funded. Dan explained that, if approved, the project will be funded by system development charges (SDCs). Developers are required to contribute to the SDC fund. No grant money will be used, and community members' taxes will not be affected. No property taxes are applied towards transportation projects, and property owners along 5th Street will not be allocated any portion of the cost.

A committee member asked about the benefit of the 5th Street project. Dan explained that improved access, connectivity, and public safety are the main goals of this project. The project will provide a needed alternate North-South route through the city, and allow traffic to move across Hwy 214 with a signalized intersection. The City believes that connecting 5th Street and Meridian is important to the long-term interest of the city. A major congestion problem in Woodburn is created because traffic that moves North-South must first move East-West by entering either Hwy 214 or Hwy 99. The project aims to keep some local traffic off of these major highways to limit competition with regional traffic.

Dan explained that a later CAC meeting will include a presentation on the City's traffic analysis to understand how traffic is really moving. Observations also indicate that as many as 150 pedestrians per day try to cross Hwy 214 at 5th and Meridian. Traffic engineers will provide a more detailed analysis on pedestrian traffic counts, and CAC members will receive copies of this data when it is available.

Dan noted that \$1.3 million has been earmarked for the 5th Street Improvements Project.

Committee members asked about congestion, and which streets are considered congested. Dan explained that congestion is measured by volume of traffic and capacity of a road. The Settlemier

Ave/Hwy 214 intersection and Meridian/Hwy 214 intersection are both congested at certain times of day. Settlemier Ave, Harrison Street, and Lincoln Street are considered congested. Hwy 214 from Hwy 99 to I-5 is extremely congested.

Public Feedback Log

Eryn directed the group to the last tab in their binder, which includes a comment/response log. This log contains all public comments that City staff has heard regarding the project. Eryn asked members to read this in order to see if there are any comments or concerns missing. Members should report any gaps to Eric Liljequist prior to or at the next CAC meeting. The consultant team will keep this log as a living document, and record all public comments.

Preliminary Alternatives

Gabe Crop of Murray, Smith & Associates reviewed the preliminary alternatives for the 5th Street Improvements Project. He directed members to the technical documents and maps included in their binders. The first table lists the various alternatives along with the general community concerns about each.

Gabriel explained that the project purpose is partially to alleviate traffic. There will be other potential benefits, such as pedestrian safety (if the Hwy214/5th Street intersection is signalized), new sidewalks on 5th Street, parking opportunities, and new facilities that will enhance the appearance of 5th Street.

There are currently two main alternatives for the project, with variations of each. There is also a pedestrian bridge alternative, and a no-build option. The alternatives include:

- Alternative 1: Two-way traffic option on 5th Street, with 5th street connected to Hwy 214.
 - Alternative 1b: two-way traffic option plus a Yew Street extension between 3rd and 5th streets. The Yew Street extension would likely require a 50 ft wide right-of-way, which would require acquisition of one single-family residence on 3rd Street, the 6-plex of apartments on 5th Street, and part of the parking lot of the Community Church.
- Alternative 2: Couplet option. 5th Street and 3rd would become one-way streets in opposite directions.
 - Alternative 2a: Counterclockwise movement of traffic.
 - Alternative 2b: Clockwise movement of traffic.
 - Alternatives 2a and 2b would require the Yew Street extension, but may allow for construction of a narrower street.
- Alternative 3: Pedestrian Bridge over Hwy 214
 - This would not get at the purpose of the project, but would improve pedestrian safety. The project team has not focused on this alternative because it does not address the traffic issue and is very expensive.
- Alternative 4: No-build option, which would leave 5th Street as-is.

Gabe explained that cost estimates for the alternatives are very preliminary, and that \$1.3 million was approved in the budget. Acquisition of right-of-way (ROW) is one of the huge expenses, especially for the Yew Street extension acquisitions.

Committee members discussed the project alternatives.

One committee member suggested using the street on the backside of the Nuevo Amanecer apartment complex rather than extending Yew Street. Dan Brown responded that this might remove a lot of multi-family parking or create other issues. The Yew Street extension was evaluated as a good option from a traffic point of view because it extends a street already in existence, rather than possibly creating a zigzag street. The project team will investigate the suggestion of creating a new public street by utilizing the paved roadway in the Nuevo Amanecer development instead of extending Yew Street to determine its feasibility.

Another committee member asked at what point ROW acquisitions would be discussed. Dan replied that the ROW acquisition process for this project will follow Oregon statutory requirements, using fair market value and appraisals in a public ROW acquisition process. Staff will have to come up with enough benefits to justify ROW acquisitions to extend Yew Street. The City can use typical appraised values to create cost estimates for ROW acquisitions to be forwarded to City Council as part of the project budget.

Gabe explained that, if the 5th Street Improvements Project is approved, the design team needs to know the community priorities for the project design. The team will need CAC and community feedback to answer various design priority questions, such as:

- Which trees would the community like to preserve, and which would be okay to remove?
- Should sidewalks be constructed on one or both sides of 5th Street?
- Where is parking needed?

Gabe explained some of the figures included in the binder which illustrate what the street could potentially look like. “Flexible design areas” in the figures indicate areas where there is the opportunity to do something different based on interests of the community. Committee members are encouraged to look at these figures and email staff with their design priorities.

Committee members asked questions, made comments, and requested information on the following topics to be included in the next meetings:

- ✓ Staff was asked to provide copies of 2005 TSP update which eliminated the two other alternatives.
- ✓ Request information about the impact of creating a new public street inside of Nuevo Amanecer instead of extending Yew Street to determine its feasibility.
- ✓ Request for traffic information for the following streets: Harrison, Settlemier, Boones Ferry, and Lincoln between downtown and Settlemier.
- ✓ What is the proposed circulation pattern and plan for Harrison Street?
- ✓ Suggest extending Yew Street all the way to Front Street, instead of dumping traffic onto Harrison. The proposed traffic light on Hwy 214 at 5th Street seems to be most beneficial to the businesses and community on Meridian North of Hwy 214. If traffic is going to be

shuttled onto Harrison, it just seems like a bottleneck will be moved from one location to another.

- ✓ Request for more information about fire, emergency response and public safety analysis.
- ✓ Request for information about how far 5th Street will be extended onto property when widened.
- ✓ The committee discussed a field trip for those members and community members who would like to walk along 5th Street to more clearly visualize proposed improvements.